

April 9, 1984

LB 983

the bill is structured. And these triple trailers, I submit to you, would be extremely dangerous on the two lane highways. Furthermore, as I mentioned last time, although the bill is designed to pertain to western Nebraska, it is not limited to western Nebraska. It would be applicable to the urban areas of Lincoln and Omaha and the six mile rule could include intrusion six miles into some of the most congested urban areas of the state. So that particular provision of the bill is very poorly drafted and would leave us open to some dangerous situations. I have handed out to you some materials that I think are worth looking at. The first handout lists some of the safety dangers of the triple trailers. The second handout, and I wish you would take a look at this because I think that it points out something in this bill that we have not talked about before which is in fact an expansion of the bill in another way that has not been discussed, look at the picture of the trucks in the handouts and you will see one marked a turnpike double, and you will see one marked a Rocky Mountain double, and then you will see another one marked a triple trailer. Well, what we have talked about today and in looking back at the previous debate, basically all we have talked about are the triple trailers but this bill does much more than triple trailers. This bill does Rocky Mountain doubles and turnpike doubles and makes them legal under the provisions of 983 and the permit program. So you may be asking yourself, well, what is the problem with the Rocky Mountain double? And in that regard, I want to read to you some testimony from the Department of Roads. I don't know how they feel about triple trailers. Maybe they are in favor of it under this kind of a program but let me tell you how they feel about Rocky Mountain doubles and turnpike doubles, which are also under this program. "The Rocky Mountain doubles and turnpike doubles present another problem and would definitely present a safety hazard when trying to maneuver our existing interchanges. They would have to cross the opposite lane and part of the adjacent shoulder to maneuver the interchange."

SPEAKER NICHOL PRESIDING

SPEAKER NICHOL: One minute.